



COMMONWEALTH of VIRGINIA

Office of the Governor

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The Honorable Gerald E. Connolly
Chairman, Fairfax County Board of Supervisors
12000 Government Center Parkway
Fairfax, Virginia 22035

Dear Chairman Connolly:

I am writing to advise you on the extension of Metrorail into the Dulles Corridor. This project, as defined, is the culmination of thirteen years of formal planning and over \$100 million in state and federal expenditures.

The Commonwealth looks forward to receiving financial commitments from Fairfax and Loudoun counties this month to support our request to the Federal Transit Administration for final design approval and a Full Funding Grant Agreement. We then anticipate Federal Transit Administration approval to commence utility relocation activities on Route 7 this fall, with construction commencing in early 2008.

You have asked me to address a question that has been asked repeatedly: What happens if Fairfax County fails to approve its financial commitment to the Dulles Corridor Metrorail project?

The simple answer is that the project would stop, with little or no prospect of revival in the foreseeable future.

In the absence of the approximately \$400 million in county funding, the Commonwealth could not apply for the approximately \$900 million in federal grants that this project is eligible for. It is simply not possible to construct a Metrorail extension in this corridor without the \$1.3 billion from the Federal Transit Administration and Fairfax County. There are no alternative funding sources for this project.

To develop another transit project in this corridor, or to substantially revise the current project, would require the preparation and completion of new environmental documentation, similar to the environmental impact statement prepared by the Washington Metropolitan Area Transit Authority from 2000 to 2004. There are no identified funds available for such an undertaking, and it is unclear if the Federal Transit Administration would support a new project request in light of their recent study.

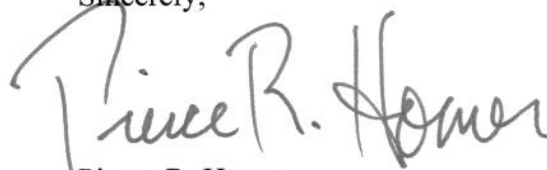
The Honorable Gerald E. Connolly
June 12, 2007
Page Two

I can say with certainty that any project emerging from that environmental process, whether it involved bus, rail, tunnels or aerial alignments, would be substantially more expensive than it is today, and that any such project would have to start anew the highly competitive, long-term process of identifying and committing federal, state, and local funds.

To undertake an extensive environmental review and a new project development process would take strong leadership and extensive financial commitments from governmental entities. This would be a significant undertaking for a project that is currently at or near the federal cost-benefit standard.

I hope this letter is responsive to your request and look forward to favorable action by Fairfax and Loudoun counties on June 18 and 19, respectively. Please let me know if I can assist you further in bringing these important transportation and land use innovations to the Dulles Corridor.

Sincerely,



Pierce R. Homer

PRH/mkh

c: Fairfax County Board of Supervisors
Mr. Anthony H. Griffin
Mr. Kirby M. Bowers
Mr. James E. Bennett
Mr. Arthur Anselene
Mr. Matthew O. Tucker